THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) There are 20 locations connected with the New Delhi's Computerised reservation system for the booking of return journey reservations. The intending passengers have to wait for almost the same time as for their onward journey from Delhi because onward and return reservations can be obtained from any counter. Hiwever, for booking of return journey tickets from locations connected to Mumbai, Calcutta and Chennai reservation systems, intending passengers have to wait for longer durations at specified counters due to the limited connectivity between the main computer centres. Networking of the computerised reservation centres as and when installed would help overcome this problem.

रेलवे त्वरित वितरण योजना का कार्यान्वयन

2432. **श्री चिमनभाई हरिभाई शुक्ल** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने बहुराष्ट्रीय कम्पनियों की इस मांग को अस्वीकार कर दिया है कि वितरण कार्यक्रम का पालन नहीं किये जाने पर दंडात्मक कार्यवाही की जा सकती है ;

(ख) यदि हां, तो क्या सरकार बहुराष्ट्रीय कम्पनियों को रेलवे त्वरित वितरण योजना के अन्तर्गत शामिल करने पर सहमत हो गयी है ;

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है ; और

(घ) त्वरित वितरण योजना का कार्यान्वयन करने हेतु क्या कदम उठाये गए है ?

रेल मंत्री (श्री सी० के० जाफ़र शरीफ़) : (क) जी नही,

(ख) और (ग) प्रश्न नही उठता ।

(घ) रेलों पर त्वरित सुपुर्दगी योजना नाम की कोई योजना नही है, बहरहाल, रेलें स्थान से स्थान स्पीड लिंक एक्सप्रेस नाम की तीव्र माल गाड़ियां चलाती है जिसके अंतर्गत बुक किए गए माल की सुपुर्दगी निर्धारित समय के अंदर सुनिश्चित की जाती है जिसके लिए 5% अधिप्रभार वसूल किया जाता है। परिवहन लक्ष्य से अधिक समय लगने के मामले में 5% अधिप्रभार वापस कर दिया जाता है ।

Construction of new railway lines in Saurashtra, Gujarat

2433. SHRIMATI CHANDRIKA ABHINANDAN JAIN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any plan to lay new railway lines at far off places falling revenue centres MORVI-NAVLAKHI-KANDLA-GANDHIDHAM route in the Saurashtra-Kachh region of Gujarat State which are not covered under the railway network as on date ;

(b) if so, the details thereof ;

(c) whether any survey has been conducted in this area in context of large of industries and export-zone at Kandla Free trade zone and with a view to lay railway line ;

(d) if so, the details thereof ; and what are the reasons for not implementing the same ; and

(e) by when Government propose to extend the facilities of providing Broad-gauge railway-line for passenger and transportation of export goods in these areas and if there is no such proposal, what are the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) No, Sir.

(b) Does not arise.

(c) Yes, Sir.

(d) Details of the surveys are as under :—

Proposal	Year	length (in Kms.)	Cost (Rs. in crores)	Rate of Return
Gauge conversion from Gandhidham to Bhuj	1993	58	26.14	negative
New line from Gandhidham to Lakhpat via Mandvi	1986	256	19.80	negative

The proposed works could not be taken in hand due to their unremunerative nature and constraint of resources.

(e) BG link from Bhatinda to Kandla is expected to be available by 31-3-96.

Rail rutes in Gujarat

2434. SHRIMATI CHANDRIKA ABHINANDAN JAIN : Will the Minister of RAILWAYS be pleased to state :

(a) what are the details of the proposals regarding rail routes sent by the Gujarat

Government during the year 1992-93 and 1993-94;

(b) what is the total length of the proposed rail routes in the State, district-wise;

(c) what are the Schemes which Government propose to include in its implementation programme in view of the public demand and requirements; and

(d) the progress made in issue of approvals by Government in this context and made allocation of funds for the purpose; and

(e) what are the reasons for not including the other routes by Government in its programme?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Proposals have been received from the Government of Gujarat, inter-alia, for the following works:

(1) Construction of a new line from Kapadvanj to Modasa.

(2) Provision of a rail link upto Alang Ship Breaking Yard.

(3) Conversion of Rajkot-Verawal into BG and extension upto Kodinar.

(4) Construction of a rail-cum-road bridge between Bhavnagar and Bharuch across the Gulf of Cambay.

(5) Provision of a rail link upto Pipavav Port.

(6) Conversion of Ahmedabad—Delhi, Gandhidham—Bhuj, Bhavnagar—Surendranagar, Wankaner—Navalakhi—Morbi—Maliya Miyana, Ahmedabad—Himmatnagar, Ahmedabad—Vijapur and Mahesana—Viramgam sections into BG.

(7) Provision of a direct BG rail link between Gandhinagar and Delhi.

(b) This information is maintained railway zone-wise and not civil district-wise. However, length of the suggested new rail routes, as per (a) above, in Gujarat would be about 352 KMs.

(c) Conversion of Ahmedabad—Delhi, Viramgam—Mahesana, Rajkot—Verawal are approved works.

(d) Construction of new line from Kapadvanj to Modasa, which had been temporarily frozen, is being re-started. A sum of Rs. one crore has been released for this project. Besides, approval of the Planning Commission has been sought for taking up gauge conversion of Wankaner—Dahinsara—Maliya Miyana MG section into BG.

(e) Railways have formulated an Action Plan for progressive conversion of selected narrow/metre gauge lines into broad gauge. In the first phase, lines required urgently on operational/strategic considerations are being taken up. Other lines will be considered in the next phase subject to availability of resources.

Target fixed for conversion of rail lines in Gujarat

2435. SHRI KANAKSINH MOHANSINH MANGROLA: Will the Minister of RAILWAYS be pleased to state:

(a) what was the target fixed for conversion of narrow gauge lines into broad-gauge in Gujarat State during 1994-95 and the amount likely to be spent on this work;

(b) whether Government will achieve the target during the above period;

(c) if not, the reasons therefor; and

(d) how much time will be taken to achieve the target?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No NG line in Gujarat is targetted for conversion into BG during 1994-95.

(b) to (d) Do not arise.

Construction of Pedestrian foot bridge at Muzaffarnagar Railway Station

2436. SHRIMATI MALTI SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal under Government's consideration to construct a pedestrian foot bridge at Mujaffarnagar (NR) Railway Station connecting New Mandi with city area;

(b) if so, what are the details thereof; and

(c) when the work is likely to be started?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) No, Sir.

(b) and (c) Do not arise.

Proposal to Revolutionise Marketing Strategy by New Avenues

2437. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received proposals from the private sector to revolutionise its marketing strategy by tapping new avenue for earning more revenues;

(b) if so, the details of the proposals received and the feasibility of introduction of the schemes examined; and

(c) by when the decision is likely to be taken?